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SUBJEC	Nomenclature o	of Soviet Locomotives	NO OF PAGES 3 50X1
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b. Shchukin: This locomotive bears the name of its creator. The technical men refer to it as the Shchukin, while the common folk call it the Szchuka \overline{F} ish (Pickerel). They also associate it with the description 1-3-0.



The Shchukin was used for light loads.

3x (EH). This locomotive is called the eh Hovski by both technical and nontechnical people. A locomotive of the same type as the eh Hovski is the to the name of the E E other than the E E /eh eh/ initials/. The two locomotives are almost identical in appearance. cannot differentiate between the two. They are employed for heavy hauling. They are referred to as 0-4-0

d. FD - The FD named after Felix Derzhinsky was first manufactured in 1931. People have various names for it. Railway men call it the Feh Deh. Engineers refer to it as the EFF Deh and the common folk call it the Fayda. As I can recall it was the largest of all locomotives in the USSR. Incidentally, this engine has an automatic coal stoking system. In appearance it resembles the US R-4 types. Its profile is 1-4-1

2. Passenger Locomotives

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The Control of the Carlo H. 0-3-1. This was an old passenger locomotive used for many years. I believe that it was produced in quantity prior to the revolution.

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b. Sormusky: 0-3-1, used since the revolution.

c. Sormusky Ysilni: 1-3-1. This was probably the most common passenger locomotive utilized just prior to World War II.

d. The Joseph Stalin: 1 - 3 - 1 or 2 - 3 - 1. number of wheels 7. I believe it was first manufactured in 1932. Up to 1943, the Joseph Stalin was considered one of the top passenger locomotiv50X1 in the USSR.

3. I cannot recall seeing any Diesel locomotives in the Soviet Union prior to 1943. (If they have any in quantity rather than in an experiemental stage, they would have been produced since World War II). One time in 1940, I saw a locomotive which was being tested. If my memory serves me, it was a steam turbine affair.

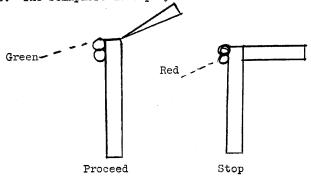
4. Although I never saw the Vladimir Lenin, this electric locomotive was in use between Zaparozhye and Krivoi Rog prior to World War II. The railway lines between the above points were electrified for the entire distance.

5. Signalling

The Soviet railways employ both the semaphore and electrichiski auto blokirovka

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The semaphore is employed as follows:

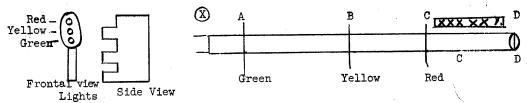


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c. The electric automatic blokirovka works somewhat on the following principle:



In the event that a locomotive or train of railway cars is immobile between sections C and D, an approaching train (from section ②) would receive the signals or lights as designated in the diagram. Upon nearing section A it would have a green light permitting it to proceed at the regulated speed. At section B, (the yellow or amber light) the locomotive would be required to lessen its speed as provided in R W regulations. At section C the approaching locomotive receiving the red light would be forced to stop. The blok is controlled automatically from the main railway stations.

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